

GOALS & OBJECTIVES for Alternative Analysis Evaluation Criteria

Create a complete transit system within the region that connects to transit options serving outside of the region	
Transit options outside of region	
Bring people into the area	
Access into and out of the city with better travel time	
Better transit through region to improve traffic flow	
Provide transportation options to the community of Centerville to destinations north and south	
Increase modes of transit options	
Cooperate with neighboring communities for options	
Provide timely, attractive, and convenient transit to Salt Lake City and Ogden	
More convenient transit options, including operating times, location, and frequency	
Better coverage, timing (only 3 in morning, 3 at night), increase # of buses, more options	
800 West and 1100 West	
Bus service growth on 200 West	
Bus service to downtown Salt Lake City	
Create multi-modal options to serve west side of I-15	
E/W light rail or circulator bus on Davis Blvd. to get residents to commercial/transit options	
Develop and improve infrastructure to serve transit system (park and ride, bus stops, stations)	
Creative ways to get people to transit hubs	
Smaller vans could be used to bring people to central locations	
Possible park and ride within church parking lots	
Education and outreach for transit services	
Improve park and ride opportunities	
Use good street lighting	

Provide attractive transit amenities to improve transit use	
Covered bus stops	
Emphasis on aesthetics	
Improve community appearance with transit options	
Increase transit ridership especially during commute times	
Increase transit ridership and options	
Integrate South Davis system with SLC current and proposed transit systems	
Transit options outside of region	
Access into and out of the city with better travel time	
Better transit through region to improve traffic flow	
Provide transportation options to Centerville to destinations north and south	
Cooperate with neighboring communities for options	
Fixed guideway to downtown Salt Lake City with stations	
Provide timely, attractive, and convenient transit to Salt Lake City and Ogden	
Bus service to downtown Salt Lake City	
Improve east-west connectivity	
Balance global traffic in Centerville (i.e. east/west, north/south, modes)	
Create sufficient accessibility	
Get citizens to commuter rail station	
Create multi-modal options to serve west side of I-15	
E/W light rail or circulator bus on Davis Blvd. to get residents to commercial/transit options	
Making east/west transit work better	
Maintain east-west traffic along 500 South while still accessing north-south	
Improved access to Bountiful (500 S, 400 N, Pages) especially with the number of trains	
Improved east-west travel	
Provide transportation to economic development available in Woods Cross	

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Improve access alternatives to economic centers	
Create sufficient accessibility	
More economic growth	
Provide transportation to economic development available in Woods Cross	
Minimize impacts (R/W and access) to residents and business	
Increase economic vitality within Bountiful	
Find a balance between economic and social needs	
Enhancing the quality of life for business and residents	
Create sufficient accessibility	
Integrate transit investments and land use plans	
Possible park and ride within church parking lots	
Improve park and ride opportunities	
Continue with current land-use plan	
Do not alter land use plans in response to development pressure	
Encourage mixed-use development	
Preserve rural atmosphere while providing services to community	
Keep traffic in main corridors (500 South and 500 West)	
One community - create cohesive community	
Be able to work and live in the same community	
Use potentially dividing corridors to an advantage - minimize barriers	
Ensure the community is not divided	
Take advantage of impacts of Legacy, Commuter Rail, UPRR, and I-15 to make city function	
One community - create cohesive community	
Maintain and enhance safety	
Improve emergency response	
Improve pedestrian safety	
Remaining walkers are out alone, safety would be increased if people are encouraged to walk	
Parents would feel happier about children walking if there were more children doing so	
Move people and goods through Centerville safely and efficiently	
Provide safe travel patterns	
Safe environment	

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Enhance quality of life through transportation options	
Transit options outside of region	
Increase modes of transit options	
Provide options to increase air quality	
More convenient transit options, including operating times, location, and frequency	
Increase bus service	
Better coverage, timing (only 3 in morning, 3 at night), increase # of buses, more options	
Note to UDOT: Interchange on border between Farmington and Centerville	
Enhancing the quality of life for business and residents	
Be able to work and live in the same community	
Increased quality of life	
No toll on Legacy	
Improve non-motorized access	
Provide options to increase air quality	
Improve pedestrian safety	
Remaining walkers are out alone, safety would be increased if people are encouraged to walk	
Parents would feel happier about children walking if there were more children doing so	
Improvements to existing infrastructure for pedestrians	
Create a more walkable community	
Multi-use trails	
Eliminate backtracking by improving access to north south transportation corridors.	
Maintain east-west traffic along 500 South while still accessing north-south	
Improve access to public locations	
Create sufficient accessibility	
Preserve rural atmosphere while providing services to community	
Create sufficient accessibility	
Provide links to major public investments (i.e. recreation center, schools, hospital)	



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Reduce auto congestion	
Better transit through region to improve traffic flow	
Become less dependent on cars	
Get cars off the road	
Reduce local congestion	
Manage congestion along 500 South and 500 West	